

Pedestrian Priority Areas Diagram

Walking is an important mode of transportation in San José for a wide variety of trips, such as accessing transit, attending school, shopping, visiting parks, and enjoying the outdoors. To accommodate this variety of pedestrian activity, all streets in San José should have sidewalks, street trees, and features to provide a pleasant, safe, and convenient walk, and accessibility to people with disabilities. Development should be oriented to the pedestrian to facilitate increased walking citywide. Pedestrian activity is also planned along the Scenic Routes and Trails, as discussed in the next section.

Some areas of San José already have significant pedestrian activity, such as the Downtown Core and Frame Areas, and Neighborhood Business Districts. Other locations are planned for extensive pedestrian activity to encourage transit ridership, such as the Midtown Planned Community. The Pedestrian Priority Areas Diagram depicts the areas with expected high levels of pedestrian activity. The General Plan, through specific land use designations and/or policy, requires pedestrian friendly development and land uses which best support these pedestrian activity areas. The intent of the Pedestrian Diagram is to encourage and facilitate a physical environment conducive to higher levels of walking. Urban Design and Pedestrian Facilities Policies contained in the General Plan identify design considerations for streets with high pedestrian volumes. The pedestrian Diagram identifies two types of pedestrian facilities:

Pedestrian Corridors: The corridors include the Transit-Oriented Development Corridors and neighborhood shopping streets. The Pedestrian Corridors are intended to increase neighborhood

connectivity, and linkages to transit stations or Pedestrian Cores.

Pedestrian Cores: The cores include the Downtown Core and Frame Areas, areas around rail stations, and the Planned Communities of Rincon South, Jackson-Taylor, Midtown, Tamien, and Communications Hill. For light rail stations, the area is defined by a circle with a radius of 2,000 feet. For CalTrain, BART, or other heavy rail stations, the area is defined by a circle with a radius of 3,000 feet.

SCENIC ROUTES AND TRAILS DIAGRAM

San José extends across the Santa Clara Valley floor and enjoys many exceptional views of the surrounding hillsides. In addition, many creeks and other natural wooded areas cross the valley floor providing natural linear pathways. These attributes provide the City of San José with many scenic and recreational opportunities. The Scenic Routes and Trails Diagram identifies San José's most outstanding natural amenities and establishes guidelines to develop and preserve these resources.

Scenic routes, trails and pathways are incorporated into a single plan because they share many of the same characteristics and locations. They all provide scenic views of the natural areas of San José and are linear in form. Because these designations strive for many of the same objectives they sometimes overlap and are incorporated into corridors that provide access to both scenic resources and outdoor recreational opportunities.

Scenic Routes

San José possesses outstanding scenic qualities in both its urban and rural communities. These qualities require a consistent plan to preserve and enhance the

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environment and to provide for convenient access and attractive linkages through and between areas of significant scenic value.

Outstanding scenic areas located throughout the community include expanses of undevelopable land, hillside areas, major parks and urban centers. There is a need to provide physical and visual linkages between such areas. In addition, striking views exist along many major roadways entering the City. Design of these entryways should incorporate attractive landscaping and exceptional architectural qualities.

The integrated system of scenic routes illustrated on the Scenic Routes and Trails Diagram serve four major functions:

- **Pleasure Travel:** Well designed and attractively landscaped roadways, with appropriate separations of movement making travel through and around the City a pleasant experience for its own sake.
- **Access:** Convenient and attractive access from all parts of the City to major urban centers, pastoral rural areas, regional parklands, streamside parks, nature preserves, hillside areas, the Bay and baylands.
- **Environmental Protection:** Designation of corridors along scenic roads to preserve immediate scenic qualities and enrich distant views.
- **Community Image:** Refinement of community image through easily identifiable scenic routes lacing the City and connecting major points of reference and creation of a greater awareness of the City and its environmental heritage.

There are two types of scenic routes designated on the Scenic Routes and Trails

Diagram. They are Rural Scenic Corridors and Urban Throughways and are defined as follows:

Rural Scenic Corridors are generally located in rural and open space areas of significant scenic value. There is no precise criteria to delineate the boundaries of Rural Scenic Corridors. However, these Corridors can be defined as the scenic route right-of-way plus the landscape visible on either side of that right-of-way. The presence of outstanding visual resources should also be considered in determining the Rural Scenic Corridor boundary. The visual field, the Scenic Routes and Trails Diagram angle and speed at which certain features come into view and the road design and geometrics are all important factors.

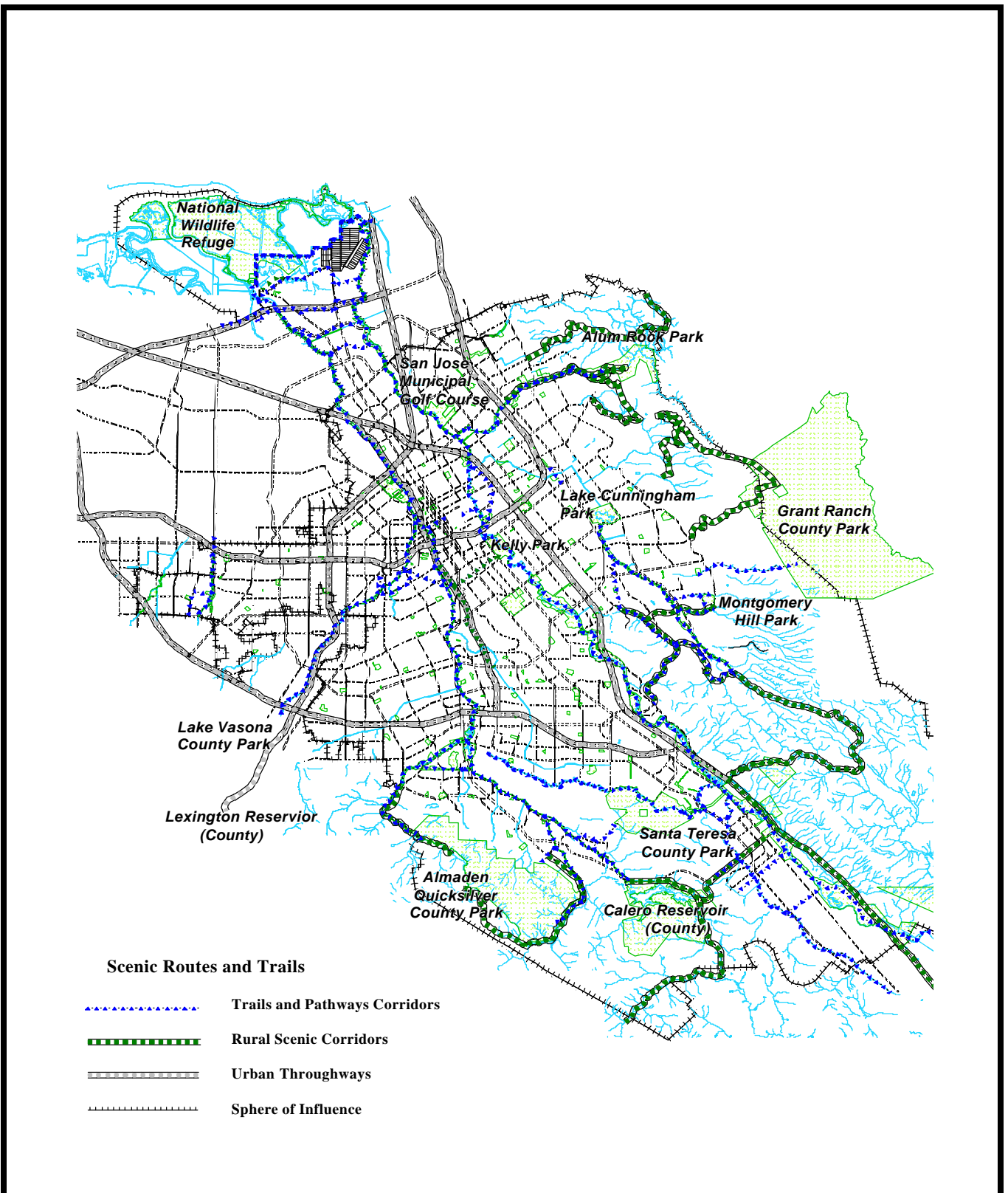
Permitted land uses in Rural Scenic Corridors should be limited to well landscaped campus industrial uses, single-family residences, agriculture, parks, trails, and other open space uses in order to preserve the natural scenic resources. Bridges and other public improvements should blend with the natural terrain.

Signs located within Rural Scenic Corridors should be of a size, height and design that does not restrict or impair the subject view but are the minimum dimensions necessary for identification. Billboards in these rural areas should be discouraged.

In addition to the preservation of the area's viewsheds, view turnouts, rest areas and, where appropriate, picnic facilities could be provided to enhance and develop these corridors to their best potential. The design of these facilities should incorporate safe accessibility and appropriate grade separation from the roadway.

Urban Throughways are also designated as scenic routes on the Scenic Routes and Trails Diagram. This designation includes all the

Map 17. Scenic Routes and Trails Diagram
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State and Interstate Highways that traverse through San Jose's Sphere of Influence. An Urban Throughway is defined as the actual right-of-way of the scenic route, the shoulders and any adjacent public improvements which accompany such a route. The presence of outstanding manmade or natural resources in an urban area also play a part in determining the size and location of these throughways.

Landscaping in Urban Throughways should be used to supplement and enhance the adjacent land. Landscaping along these thoroughfares will provide a foreground framework or a clearing for longer distance views, and will also screen unsightly views or uncharacteristic land uses.

Commercial and industrial development adjacent to Urban Throughways should be attractive and have a high quality of architectural design. These developments should be sufficiently spaced to preserve the scenic character of the thoroughfare.

Attractive and convenient Urban Throughways present a positive image for San José. Many of these thoroughfares are "gateways" or entryways to the City and should provide the best possible views of the urban environment. In developing a network of beautifully landscaped and well designed highways, San José will be able to promote a positive community image and identity.

Trails and Pathways

San José is an area rich in natural and scenic resources. Many areas of significant natural value surround and traverse the City including the baylands, the mountain ranges and the many streams that flow through the urban area itself. In addition, an extensive system of regional parks and open space preserves are accessible to the residents of San José. They are developed by the City, Santa Clara County, the Midpeninsula

Regional Open Space District, the State and the National Wildlife Refuge. These facilities currently provide many existing trails and are focal points for the Countywide trail system.

Two regional trail systems are planned for the Bay Area: 1) the San Francisco Bay Trail, a regional hiking and bicycling trail around the perimeter of San Francisco and San Pablo Bays; and, 2) the Bay Area Ridge Trail, a regional system of recreational trail corridors planned to encircle the Bay Area via the surrounding mountain ridges. Portions of the Bay Trail and portions of the short term alignment of the Ridge Trail are already included on the Scenic Routes and Trails Diagram. The City should continue to work with other agencies in the development of a short term alignment for the Ridge Trail connection across North Coyote Valley between the foothills of the Santa Cruz Mountains and the Diablo Range and a long term alignment for the Ridge Trail through the Santa Cruz Mountains and the Diablo Range within the City's Sphere of Influence.

Trails and Pathways Corridors are the interconnecting trail system in the City of San José, providing many important access links to the regional parks and open spaces in or adjoining the City. The Scenic Routes and Trails Diagram indicates these focal points and designates the most feasible and accessible routes to develop trails. Many of these corridors follow the existing creeks and riverbeds and include the public and quasi-public rights-of-way of the Santa Clara Valley Water District and other agencies. Some rights-of-way linkages across private property may be required. As the trail and pathway network continues to develop, joggers, hikers, equestrians and bicyclists will be able to enjoy trail experiences not commonly found in an urban environment.

As mentioned above, a trail system provides diverse recreational opportunities for all

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segments of the population. Of course, not all of these uses will be feasible for all trail locations. However, the varied needs of hikers, equestrians and bicyclists will be accommodated where appropriate in the trail corridors. Trail design should provide sufficient light, vertical and horizontal clearance, and setbacks from adjacent development to ensure a safe and aesthetically pleasing recreational experience. Trails should be built to meet the trail standards established by the Department of Neighborhood Services.

The types of trails which can be located in a designated Trail and Pathway Corridor are:

- **Hiking, Walking and Jogging:** Hiking trails provide the most universal trail opportunities and are included in all the trail corridors of the Plan. The most common user of this type of trail includes school children, joggers and families. Hiking trails in rural undeveloped settings need not be elaborate to provide adequate passage. These trails could consist of an unpaved erosion resistant path that avoids excessive grades and has been cleared of brush to meet the basic requirements of a hiking trail.
- **Equestrian Trails:** Equestrian trails can be found in the South San José and Almaden areas of the City. These trails often share routes with hiking trails because of their similar basic requirements. Equestrian trails, however, require greater horizontal and vertical clearance in order to provide safe passage for both horse and rider. The potential for soil erosion should also be considered in the development of an equestrian trail. Special facilities for staging and watering horses should be encouraged along designated equestrian trails.

Bicycle Paths: Bicycle paths are generally separated from the roadway and provide a paved surface for bicyclists. Typically they are also open to pedestrians. Riparian corridors and levies along the waterways can provide an ideal setting for bicycle paths. An example of an existing bike path is the Coyote Creek Trail. In order to extend the network of bicycle paths throughout the City, hiking trails may be paved where feasible to allow off-street connections for bicyclists to desirable urban and natural recreation destinations and to employment centers. ■